

the sum of \$1,000 against Fatal SEE BELOW.

NEW SERIES No. 240 日一初月二十年一十二結光 WEDNESDAY, JANUARY 15, 1896.

三拜禮

就五十月正英港香

\$1,000

THIRTY DOLLARS PER ANNUM.

Manntha.

THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE :- HONGKONG.

Chow Tung Shang, Esq. D. teillies, Esq.

Kwan Hol Canen, Esq. H. Shillicanht, Exc. Chat, kit Shan, Req. Chief Manager,

GEO. W. F. PLAYFAIR. interest for 12 months Fixed, 5 per Cent Hongkong, 24rd October, 1893.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000 PAID-UP 569,500 BANKERS:

LONDON JOINT STOCK BANK, LIMITED. INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Dally Balance.

ON NEW FIXED DEPOSITS :-For 12 Months per cent. DEPOSITS RENEWED ON OLD TERMS. I. W. R. TAYLOR, Manager, Hongkong.

Hongkong, 18th December, 1895. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON.

RESERVE - LIABILITY OF SHARE-

THTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 16th September, 1805.

TTONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$10,000,000 RESERVE FUND \$ 5,500,000 RESERVE LIABILITY OF PROP'TORS ... \$10,000,000

COURT OF DIRECTORS

A. McConschie, Esq.—Deputy Chairman. S. C. Michaelsen, Esq. Hon. J. J. Bell-Irving. D. R. Sassoon, Esq. G. B. Dodwell, Esq. N. A. Slebs, Esq. M. D. Ezekiel, Esq. R. Shewan, Esq. R. M. Gray, Esq. CHIEF MANAGER Hongkong-T. JACKSON, Esq.

MANAGER : Shanghal-J. P. WADE-GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED, On Current Account at the rate of 2 per Cent,

per Annum on the daily balance, INTEREST ON FIXED DEPOSIES For 3 months, 21 per Cent. per Annum. 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON.

Chief Manager. Hongkong, 23rd December, 1895..

HONGKONG SAVINGS BANK. HE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT. per annum. Depositors may transfer at their outlon balances of \$100 or more to the Hongkong AND

SHANGHAI BANK to be placed on FIXED DEPOSIT At 4 PER CENT. per annum. For the HONOKONG AND SHAMGHAE BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895.

Amusements.

CITY HALL Under the Patronage of H.E. the Governor, Sir WILLIAM ROBINSON,

K.C.M.G. GRAND CLASSICAL CONCERT

CIGNORINA BELINFANTE. Assisted by SEVERAL LEADING AMATEURS

MONDAY, 20th January, 1896, AT 9.15 P.M.

Full particulars will be published later. SEATS can be Booked at Mesirs. KELLY & Walsh, Ld.

Stall & Dress Circle\$2 Back Scats Hongkong, 10th January, 1896,

CHS. J. GAUPP & CO., "HRONOMRTER, WATCH, and CLOCK-MARIERS, JEWELLERS, SILVER-SLUTHS, and OPTICIANS. CHARTS and BOOKS.

HAUTICAL INSTRUMENTS. Sole Agen's for Louis Aucemari Watches awarded the bighest Prises at every Exhibition and for Velgtländer and Sohn's CELEBRATED OFTRA GLASSES, MARINE GLASSES und BPYGLASSES 1649, 54 & 56, Queen's Read Contrair

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

28, Queen's Road Central. Sole Eastern Agents for SPHINCTOR GRIP ARMOURED HOSE. SNOWDON, SONS & Co. "SNOWDRIFT" MANY.

Sole Eastern Agents for THE NEW WIRE WOVE ROOFING Co. THE ALUMINIUM & GENERAL FOUNDRY CO.

W. JACKSON, Manager,



OR SQUARE. ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS. &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. GANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS ASBESTOLINE, the most economical lubricant. ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 26th September, 1805.

THE

M EXSON DAY!

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every abstrante given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in Tokyo or YokoHAMA, without extra CHARGE THE ONLY ROTEL OFFERING SUCH AM ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

NT AUSTIN 1.400 PRET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS. "EXCELSIOR, " HONGKONG, A. B. C. Code. TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

DINNER AT 8 P.M. TIFFIN AT 1 P.M. ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER, MOUNT AUSTIN HOTEL

Hongkong, 27th July, 1805.

473

EXPLOSION IMPOSSIBLE.

FOR FACTORIES AND LAUNCHES. WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour. A Working Stationary Engine and a Launch with a. 4 H.P.

Engine will be shown and full particulars be given on application. SCHEELE & CO., Hongkong, SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

Intimations.

THOUSAND DOLLARS

YOUR LIFE AGAINST FATAL ACCIDENT

BY SUBSCRIBING -

THE HONGKONG TELEGRAPH. TROPOLITAN LIFE ASSURANCE THE SUM OF

\$1.000 MEXICAN

feral representatives of the European holder, of this Coupon in the event of his death by Accident on or before the 31st March 1896 while on land within the confines of Hongkong or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscriburs to the "HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the premiums thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full purticulars; is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death. This premium is paid quarterly in advance by the Proprietors of The Hongbong Tolograph.

. Y. V. VERNON,

Hongkong, 1st January, 1896.

THE HONGKONG BUTCHERY,

Nos. 11, 13 and 15 Central Market. DRIME BEEF and MUTTON.

CORNED BEEF and TONGUES.

AUSTRALIAN PICKLED HOG'S TONGUES. AMERICAN BUTTER in Rolls and Pate.

GAME. &c., &c. BEIFFING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

Hongkong, 3rd December, 1995.

MUMM & Co.'s CHAMPAGNE.

In cases of 2 dos. pints\$35 per case. m quarte\$33

Hongkong, 13th May, 1895.



WINE AND SPIRIT MERCHANIS. 15, QUEEN'S ROAD.

RUM, HOCKS, CHAMPAGNES, GINS, MOSSELLES SHERRIES

LIQUEURS, WHITE WINE, PORTS, BITTERS, BRANDIES, CLARETS, ALES & STOUTS WHISKIES, BURGUNDIES,

Hongkong, 6th December, 1895.

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1884.

TTAVING been appointed AGENTS of the [] shove Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co., Agents. Hongkong, and January, 1896. NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG. THE Undersigned AGENTS of the above Company are prepared to accept First Chas FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1895;

NOTICE. THE MAN ON INSURANCE COMPANY, 8 72 LIMITED.

CUPITAL SUBSCRIBED\$1,000,000 The above Company is prepared to accept MARINE RISKS SE CURRENT RATES ON GOODS, Sc. Policies granted to all Parts of the world pryable at any of its Agencies. CHAU TSEUNG FAT,

Secretary. HEAD OFFICE, No. 2, QUEEN'S ROAD WEST. Rosevone, with Way, thos.

GENERAL MOTICE! THE ON TAL INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } EQUAL TO BOARD OF DIRECTORS. LO YEUR MOON, Eac. Lin Sing, Req.

MANAGER.-HO AMEL ARINE RISKS on GOODS, &c., taken at CURRENT RATES to all pasts of the

HEAD-DYTICK S& & PRAYA WEST. Hanghang, 19th Delateber (1989)

Auctions.

SHEWAN & Co.,

Agents.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on the 20th day of January, 1896, at 3 P.M., are

published for general information. . By Command I. H. STEWART LOCKHART. Colonial Socretary.

Colonial Secretary's Office, Hantstong, 4th January, 1806 Pasticulars and Conditions of the letting by Public Auction Sale, to be held on Monday, 20th day of Jenuary, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaukiwan West, in the

Colony of Hongkong, for a term of 75 years.
PARTICULARS OF THE LOT. Boundary Measure-ME. 5W. SE. KW Shaukiwan Shauki-1 No. 20. West, | 88 | 112 200 | 15,280 86 | 2

Notice of Firms.

NOTICE. TOTICE is hereby given that Mr. ALFRED F. O. KRAUSS

Mr. PHILIPP BERNHARD SCHMACKER retired from our FIRM on the 31st December. 1895, and that Mr. PRIEDRICH CARL PAUL SACHSE,

M. CHARLES ERNEST RAYNER Mr. GUSTAY ADOLPH DEGENER

BÖNING have To-day been admitted Partners. CARLOWITZ & Co. Hongkong, Hamburg & China,

Intimations.

- THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

ELEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the REGISTERED OFFICES of the COMPANY. 18 and 40, Ocean's Road Gentral, on MONDAY, the 20th day of January, at NOON, for the purpose of Receiving the Report of the General Managers, together with a Statement of Accounts for the year ending 30th November, 1200.
The TRANSFER BOOKS of the Company

will be CLOSED from the 14th to 21st instant, both days loclusive. JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, oth January, 1806. THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

ORDINARY MEETING of SHARE. HOLDERS in this COMPANY will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd Jabuary, 1896, at 12 o'clock (NOON), for the purpose of Receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st

December, 1505.
The REGISTER of SHARRS of the Company will be CLOSED from WEDNESDAY the 15th to THURSDAY the 23rd January, 1896, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 9th January, 1896. 104 HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

ORDINARY GENERAL MEETING of the COMPANY will be held at its REGISTERED OFFICE, No. 9, Praya Central, on TUESDAY, the 28th day of January Instant, at 12 NOOM, when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 11th of January inst., will be submitted for Confirmation as a Special Resolution, viz :--

"That the Hongkong BRICK AND "CEMENT COMPANY, LIMITED, be wound " up voluntarily under the Provisions of the "Companies Ordinances 1865 to 1890, and that CREASY EWENS of Victoria in the "Colony of Hongkong be and he is hereby appointed Liquidator for the purposes of such winding up."

Dated the 11th day of January, 1896. W. A. DUFF,

HONGKONG TO SHARE AND MAS AO THE FIFTY-NINTH ORDINARY HALF YEARLY MEETING of SHARE-HOLDERS in the COMPANY will be held at the

Instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors. The TRANSFER BOOKS of the Company

will be CLOSED from the 18th to 31st instant,

OFFICE of the COMPANY, No. 18, Bank Buildings,

Queen's Road Central, on FRIDAY, the 31st

inclusive. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 13th January, 1896, WORTH A GUINEA A BOX. BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS BUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH.

IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS ANNUAL SALE SIX MILLION BOXES.

to Cents per Box.

Prepared only by the Proprietor !-THOMAS BEECHAM, St Helens, Lancashire.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA: WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central,

HONGKONG. JUST LANDED FRENCH CONFECTIONERY. Combrising !-Burnt Almonds, Crystallized Fruits,

Almonds Flots, Cocolines Marsipar Almonds, Apricotines. CADBURY'S CHOCOLATE CREMES :-Vanilla Cremes, Honey Cremes, Carameis, Nougat Pistache, Pineapple Chocolate,

Chocolate Walnut, Plush Bags, Plush Boxes and Fancy Boxes, "TANSAN," the New Japanese Table-Water which confains, 8 per cent, more iron carbonate

than that from any other Chalybeate Spring. FLETCHER & Co. "THE PHARMACY," 23. Queen's Road Central, Hongkong, 10th October, 1805.

O. FALCONER & CO., XYATCH and CHRONOMETER MANU-VV FACTURERS and JEWELLERS. NAUTICAL TRATRUMENTA CHARTS and BOOKS,

No. 48, Opeen's Road Central. LEVY HERMANOS.

SHANGHAL MANILA, ILOILO AND PARIS. EWELLERY, DIAMONDS, WATCH,

CHRONOMETER & CLOCKMAKERS, Also GENERAL IMPORT & EXPORT.

10. QUEBN'S ROAD CENTRAL. Opposite the Telegraph Office,

PROSPECTUS

OLIVERS FREEHOLD MINES, LIMITED.

INCORPORATED UNDER THE ORDINANCES OF HONGKONG 1865 TO 1891, BY WHICH THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.

> GENERAL MANAGERS: JOHN D. HUMPHREYS & SON.

CAPITAL......8300,000

DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF \$5. EACH. (OF WHICH 10,750 "A" SHARES AND 5,000; "B" SHARES HAVE BEEN ALLOTTED AND 1,250 "A" SHARES AND 25,000 "B" SHARES ARE NOW OFFERED FOR SUBSCRIPTION.)

TERMS OF SUBSCRIPTION FOL "B" SHARES \\ \$1.00 PER SHARE ON APPLICATION.

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up. Any person may apply for I "A" share for every 20 " B" shares applied for by him. The "A" shares are payable, \$1 on application and the

Application for Shares accompanied by a deposit of \$1 per Share must be sent in to the Hongroud and Shandhai Banking Corporation at balance, \$4, on allotment. its Head Office or at any of its branches on or before the 16th day of January, 1896.

For forms of application apply in Hongkong to JOHN D. HUMPHREYS and SON, General, Managers, or to A. S. WATSON & Co, LIMITED, at The Company was formed to sequire and has purchased the Olivers 100 Acre Freehold and other properties adjacent thereto belonging to the Canton, Foochow, and Shanghal. Vendors with the Machinery, Stamps, &c., thereon for the price of \$50,000, which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A", or Vendors' Shares, and has also purchased the Eureka Mine and the plant and machinery connected therewith situate

on the Eastern boundary of Olivers Freehold for the price of \$35,000 which as to \$10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' shares and as to \$25 000 the balance is payable in cash. All shares participate equally up to 25 per cent, per annum yearly dividend on the amount paid up on each share, but all profits in excess are

It is not contemplated at present to issue any more shares, but should it become desirable to develop the property on a larger scale the General divided equally between the nolders of " A " Shares and " B " Shares. Managers will propose to the Shareholders that the balance of shares, viz ; 15,000 "B" Shares or such part thereof as may be thought advisable be

The following is the Report on the property made by Mr. J. D. HUMPHREYS :-

I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLMOTT, a mining expert from Victoria. Mr. WILLM TT has been personally known to me since 1854; I have absolute confidence in his integrity, skill, and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our Inspection the same afternoon, The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2,087 ft. 6 in., or 695 yards, 2 feet,

The position is to the West of the Eureka Gold Mine, and extends at right 'angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the dem of the reservoir which supplies the haltery belonging to the property, situated at Mount McDonald in the district of Carcoar

The Battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the proverty, and its size was selected with excellent judgment as quartz can be carted to it or trollied to it not only from all parts of the Freehold itself but from all the workings, in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of

The Water Supply consists of a reservoir formed by a dam across the creek, and is led by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I interred that the rainfall is supplemented by subsoli drainage and springs. For fuel there is abundance of good timber in the The Machinery we found to be of the best description and comprises a first-class engine and two good bollers. There are 4 batteries of 5 head

of hismps capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greatest a mount of go'd it will pay to take out. The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrab having been cut down before we arrived, so the estate

was laid here and could be viewed from a convenient spot on the bill from end to end. A party of Tribu'ors, at work on the Freehold not far from the battery, was raising ore which yielded over 2 ozs, to the ton at each crushing. The men informed me that they discovered the reef on the surface in walking over the bill after rain, by observing gold in quarts at the bottom

of a cart rut which had been washed clean by the water flowing through it. The old workings are of the most primitive description, having evidently been made by allowial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, were worked from the surface down without timbering, until it became dangerous to go deeper. The bean were rich is certain for is in sold in the work is of the condest described exist that have work in of the condest described exist that have work in of the condest described exist that have been with quarte mining difficult as, The work it of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fall in or become dangerous through being untimbired, the mines were abandoned. This part of the district we moreover, at the time infested by bands of desperate bushingers who rendered residence there very undestrable. It was a long-time before the

Government was able to bunithem down, owing to the nature of the country. Undoubtedly large deposits of gold, and probable exceptionally sich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shalts will require pumping gear.

As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient Capital economically administered or expended, as it would be in any other business expected to pay, I am of opinion that batter results will beobtained from the working of Olivers Freehold Mines than are abtained by 99 mm of roo of the Gold Companies floated in London and elsewhere. Eureka Mine iles on the Eastern boundary of Olivers Freehold and consists of reverti Gold Mining Losses lying between the Queen Mine on the North and the Great-Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharges itself into the Lachian River have been secured, thus giving to the Company a magnificent water supply,

The new shaft of the Eureka, has been sunk to a depth of 85 feet. The old workings before the miners were fineded out yielded to a depth of 140 feet not less than I az. of Gold perton, with occasional beiter results. This is recorded in the Government Reports. It is in this mire that the Company's operations will commence by deepening the new shalt by about 120 feet. This shale has been properly timbered as far as it goes and is surmounted by poppet heads in the vicinity of which is a machine house with necessary winding and pumping gear for freelag the mine from water. All were in good order and fit to commence work when inspected.

The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about £4 per foot. When decouned, sufficient tunnels will be driven to the North and South and the real will be worked upwards, which is the most economical plan. The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account, but it is not disadvantageous for those having means in a country subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property. The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a wirking condition will pay expenses from an early date and within a short time win good results. map of the mines, is attached and also a map of New South Wales showing Railways and the direction of the Recis maning through the property with the position marked of some of the principal mines :-

Vis :- No. 1.-Ophir-where Gold was first discovered in Australia,

No. 2.—Lucknow-The Wentworth Proprietary Company, £500,000 Capital. No.13 -Mount MacDonald-Olivers Freehold Mines including Eureks.

No. 4.-Adelong-Gibraltar Gold Mining Company floated in London, October 1895, Capital £300,000 fully subscribed.

JOHN D. HUMPHREYS & SON, GENERAL MANAGERS, HONGKONG.

Co-dan's Advertisements.

OREGON RAILWAY AND NAVIGA TION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896... (Subject to Alteration.)

Asloum | Toesday | 21st Jan. TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

January,

"ASLOUN," will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on TUESDAY, the 21st

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE: and one Copy must be sent forward by the Steamer to, the care of the GENERAL FREIGHT AGENT. Oregon Railway and Navigation Co., Portland,

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAL YIA SWATOW. (Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the

YANGTSZE.) HE Company's Steamship "CHOYSANG." Captain Saver, will be despatched as above

TO-MORROW, the 16th instant, at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managera. Hongkong, 14th January, 1896.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. - STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA,

KOBE AND MOJI. THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to send in their Bills of Lading for countersignsture, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and DODWELL, CARLILL & Co.,

Hongkong, 15th January, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

[IIO

FOR SHANGHAL THE Steamship

"KAIFONG," Captain Dewar, will be despatched MORROW, the 16th instant, at Noon. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,

Agents. Hongkong, 16th January, 1896. FOR KOSE (DIRECT). THE Steamship

"RHODORA." Captain Williams, will be despatched for the above Port on THURSDAY, the 23rd instant. at Noon, instead of as previously advertised. For Freight or Passage, apply to
DODWELL, CARLILL & Co.,

Hongkong, 15th January, 1866. "SHIRE" LINE OF STRAMERS. FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ETON." Captain Brophy, will be despatched as above on or about THURSDAY, the 23rd instant. For Freight or Passage, apply to
DODWELL, CARLILL & Co.,

Hongleong, 15th January, 1896.

Intimations.

BY SPECIAL APPOINTMENT.

TOLE AGENTS in HONGKONG and the EMPIRE OF CHINA

SCOTT & BOWNE, LD. Scott's Emulsion and Plasters. THOMAS BEECHAM.

Beecham's Pills, &c. BOVRIL, LIMITED. Bovril and Bovril Wine. BERKEFELD CO., LIMITED.

Tap and House Filters.

GRANVILLE & CO. "Essets" Fluid and Powder. FRANCIES & CO., LIMITED. (Nine Elms Brand) Portland Cement, THEO. RICKSECKER.

Perfumes and Tollet Requisites. COLUMBIA CHEMICAL CO. Animal Extracts, &c.

WATKINS & CO., 66, Queen's Road Central. SPECIAL TERMS OFFERED TO DEALERS.

To-dan's Advertisements.

A MASONIC BALL, UNDER THE AUSPICES OF THE DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, WILL BE HELD AT THE CITY HALL

MONDAY, 17TH FEBRUARY, 1896. To commemorate the Jubilee of the introduction of FREEMASONRY into Hongkong and the founding of the

ZETLAND LODGE, No. 525. Intending Subscribers will find Lists at THE HONGKONG CLUB. THE HONGKONG HOTEL, THE VICTORIA HOTEL. THOMAS' GRILL ROOMS. Messrs. CAMPBELL & MOORE,

FALCONER & Co. KELLY & WALSH LANE, CRAWFORD & Co. | Coast Ports. A. S. WATSON & Co., Ld.

Hougkong, 15th January, 1806. CHINA NAVIGATION COMPANY,

LIMITED. FOR AMOY AND SHANGHAL

THE Steamship " SHENGKING." Captain Vardin, will be despatched TO MORROW, the 16th instant, at Daylight. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, ^ Agents, Hongkong, 15th January, 1896.

"GLEN" LINE OF STEAM PACKETS. FOR LONDON, VIA SUEZ CANAL. THE Steamship

"GLENFARG." Captain Selby, will be despatched as above TO-MORROW, the 16th instant, at 4 P.M. instead of as previously notified. This Steamer has Superior Accommodation

for Passengers, and carries a Doctor and Stewardess. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Agents. " Transformer self-Tanning tRoft. Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY.

HONGKONG.

AERATED WATERS.

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DARIM. CRUICESHANE & Co.'s WATERS AN made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HoraLs, Clues, Messes and other Large Consumers. Any complaints should be addressed to the

Manager. Hongkong, 3rd May, 1805.

A. S. WATSON & CO., LIMITED.

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WINES AND

SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS. with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

HERRY,—Excellent Dinner and After Dinner Wines of very superior Vintages, All are leve Heres Wines,

CLARET.-Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the julce of the grape and are not

BRANDY,—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage,

artificially made from raisins and currents,

as is generally the case with Cheap Wines.

WHISKY .- All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Hongkong, 10th January, 1806,

Whe Pongkong Celegrapl

HONGEONG, WEDNESDAY, JANUARY 15, 1896.

NOTES AND COMMENTS. We have received from the proprietor of the Rokumin-No-Tomo, a well-known Japanese periodical of that name published in Tokio, a prospectus of The Far East an English edition of the Komumin-No-Tomo to be published monthly, and which will be mailed to all subscribers within the Postal Union for a subscription of \$1.50 per annum. It is intended that the first number shall appear on the 20th February next. We have much pleasure in making the announcment and wish our [1701 able and enterprising contemporary every magazine will not only pay, but be an acquisition to the periodical

literature of the East. It was established as a monthly in February 1887. A little later it tried its fortune as a semi-monthly (We are not quite sure of the meaning of this latter word. It seems to us amcontinued to appear, weekly. It has been financially a success and has earned for itself a very high position from a literary point of view. From the same office and under the same management have successively appeared the Kokumin Shimbun, dally paper, and the Kater-Sashi, a family paper, first a monthy and then a fortnightly, and all in great demand. Thenew monthly, The Far East, has secured a very considerable number of English contributors as well as Japanese writers of English of great eminence. We conclude this notice with one or two extracts from the prospectus, showing the scope and objects of the periodical in question and the motives that have influenced the Proprietors to add to their popular publications another in the English tongue:-

Through her brilliant success in the war with the nations of the earth. From our own point was insured for \$4,000 in the Canton Insurance of view, the issue of the recent struggle being only a manifestation of the latent force, moral and material, which Japan had heaped up for years we see no reason to be specially elated by But it was only after the event that the outside world recognized Japan as an important factor in international development and progress. Again, almost contemporaneously with the Japan-China war, the long-cherished hope of countries began to be realized. Several of the

ticaty revision between Japan and western Powers have already consented to give up the one-sided privileges acquired by the old treaties. and there is no doubt that in a few years this Empire will stand on a footing of equality, and reciprocity with all the civilized states of the world. In this respect, too, we may say the position of Japan is unique so far as non-Aryan nations are concerned. These reasons, concurrently with the fact that

the Far East is becoming a scene of keen rivalry among the Western Powers, have caused the THE Allahabid Plonter, learns from Ergland eyes of the world to be turned on Japan with greater attention than ever before. This being the case, we must be fully prepared to meet the new circumstances in which we find ourselves. At this juncture it is as desirable that Ispan should strive to make herself known to the outer world, as that the world should seek for means of knowing her. We are glad to acknowledge that much of what is written concerning us is good in its own way. But one can learn from these sources only what allens think of us. For a thorough understanding of our country and people it is desirable that foreigners should also know what the Japanese think of themselves and of the world at large, At any rate we urgently feel the necessity of speaking out for ourselves. To do this fa our own language would be of blight avail, the Japanese written characters being familiar to only a few foreigners. Hence we venture to start The Far Bast as an English edition of the Kohumin-no-Tomo (The Nation's Friend) through which to explain ourselves to the great public beyond the seas. It is not a

very thankini task to be obliged to write in a

strange tengue. But as the thing meads to bu

done, we have decided to do it; and care shall be taken to secure the utmost accuracy of style by enlisting the aid of foreign experts in English

The leading feature of The Far East will

(1) Politics, industry, commerce, military and will be discussed, with the object of showing the past history, present condition and future pros-

pects of the Japanese national life. (2) Each number will contain a survey of current events in, and relating to, Japan and the

Far East. (3) In editorial articles deliberate opinions will be pronounced on important questions of the time, and the foreign relations of Japan will receive special attention.

(4) A large space in each number will be assigned to contributions mainly by Japanese writers. Foreign contributors, however, are not excluded.

(5) Our columns will be open to correspon dents, both foreign and Japanese, the power of

Selection remaining with the Editor.

Other features will be added from time to time, always with the same design. To be an exponent of the national aspirations of Japan is the aim which we shall always keep, in view in conducting The Far Bast.

REUTER'S MESSAGES.

GREAT BRITAIN AND THE UNITED

STATES. LONDON, January 13th.

Mr. Chamberlain, at the request of the United States, bas lustructed Sir Hercules Robinson to extend the same protection to American as to British subjects arrested for the recent attack on

Tohannesburg. This is regarded as evidence of better relations between the two countries.

THE TRANSVAAL INCIDENT.

Dr. Jameson and Officers are still at Pretoria. THE BRITISH MEDITERRANEAN

SQUADRON. The British Fleet has left Salonica Bay and sailed for Malta.

LOCAL AND GENERAL.

A MEETING of the Sanitary Board will be held to-morrow at 4.15 p.m.

A CHINESE "doctor" was to-day fined \$50 for injecting morphine into a coolie's arm.

TELEGRAPHIC communication between Poking and Newchwang, Feng-whang-tien, Kinchow and Port Arthur was re-established on the 6th

A GENERAL meeting of shareholders of the Yokohama Dock Co. will be held in Yokohama" to-morrow, when matters connected with the increase of the capital from yes 500,000 to yes 1,500,000 will be discu sed.

.". WE would remind intending investors that the Share List of Olivers' Freehold Mines, Limited, will, according to the prospectus issued by the well-known firm of John D. Humphreys & Son and published on the second page of this Itsue, be closed at the Hongkong and Shanghain: Bank to-morrow. WE have received from that persevering and

warrants the expect... Kokumin-No-Tomo a copy of his latest work—a been desertalented local musician, Mr. Nat. Ruchwaldy, melodious air, and the time is well suited for the popular American "hop" for which it is no doubt specially intended. Massis W. Robinson, & Co. are the agents for the sale of " Tore Verte." publication and then as a tri-monthly. The North China Daily News credits Der Ostastatische Lloyd with the following :-- We learn that the negotiations on account of the biguous) Lastly-it-appeared, and has pillaging of the German Mission station at Mollin (near Swalow) have been brought to a satisfactory conclusion. The ringleader, Sung A-ling, was decapitated on the 28th uit, at Shaoshao-fu, in the pre-ence of the German Vice-Consul at Swatow, Mr. Streich, and the head of the criminal has since been exhibited in a cage in the market-place at Moilin.

FIRE broke out in the lower story of No. 30 Winglok Street, at 3.30 a.m. this morning. Some difficulty was experienced in getting water. No. 30 Winglok Street was completely gutted, and No. 111 Prays Central, immediately behind it, was badly damaged, the contents of the two adjoining houses, Nos. 110 and \$13, being slightly damaged by water. The house in which the fire originated was a piecegoods shop, and was insured for \$8,000 with Messrs. Schellhass & Co., and for \$4,000 with Chins, Japan has attained a new position among Messrs, Sauder & Co. No. 111. Praya Central

> IT is, says the Mercury, officially reported by a Shanghai native paper that the former Chinese Minister to Russia and the present Financial Commissioner of Hupeh, Wang Chi-chuan, has lately received telegraphic instructions from the Throne to present himself at Peking for a new appointment, which will probably. be the post of Chinese Minister to Russia, It is said by the native paper that although this post of Chinese Minister to Russia is held by Hsu, the Chicese Minister to Germany, the Chinese Government are desirous of appointing a special Minister to Russis, and Wang has been selected to fill the vacancy. Wang Chi-chuan ! Surely we've heard that name before !

that the Ordinance authorities in that country have now definitely decided to abandon the Metford system of sifling, for which five years age they paid the inventor a very large sum, £10,000 if we remember right. The magazine sific and the Martini '303 carbine, all '303 arms in the service with the new form of rifling in fact, will consequently be officially known for the fotore as the Lee-Enfield, Martini-Enfield, etc. The new sifie is the outcome of a large series of experiments at the Royal Small Arms Factory, Enfield Lock, the establishment over which Mr. John Rigby, the eminent gun-maker of St. James Street, presides. It is said to be very much superior in every way to the Metford rifle, especially in regard to its wearing capacity. It is a pity that the discovery was not made before, Instead of after, the complete re-armament of all the British forces of the Empire, especially as some years of experiment proceeded the actual adoption of the Les-Matiers was postin recognition of his many benefactions and leave of you all with a heavy heart, and I assure other services to Italy, has been created a Marquis by King Humbert.

MR. A. N. PATRICK; senior officer in the Steamboat Company's service, is in temporary command of the Houngshan during the absence of Capt. Clarke, who has, we hear, been detached for special duty on the West River.

THE report of the General Managers of the Tramway Company for the past year sets forth that at the general meeting of shareholders to be held on the 23rd the General Managers and Consulting Committee will propose that a dividend of \$6 per share be paid : that \$2,000 be. written off the value of rolling-stock, and that \$1,371.57 be carried forward to new account.

THE net profits of the Hongkong Land Investment and Agency Company for the year ending 31 st ultimo, including \$34,447:02 brought | the will of his grandmother, to satisfy the judgforward, and after paying all charges, amount to ment obtained on the 9th inst. \$257.367 52. From this amount an interim dividend of \$2 per share has already been pald and it will be proposed at the meeting of shareholders on the 23rd instant to pay a final dividend of \$1 per share, making a total dividend of 8 per cent, per annum on the paid-up capital. both names. This being satisfactorily proved,

WE hear that Captain Clarke of the Steamboat Co.'s steamer Heungshan, Mr. Howett of the Green Island Cement Company, and Mr. Dowler, of the firm of Butterfield and Swire, left Canton yesterday in a house-boat bound, for Wuchow-fu, on the West River. Captain Clarke has, according to rumour, been attached to the party as nautical expert, and will, if all goes well, make a running survey of this great waterway. We understand the gentlemen above named have had to use a house-boat for their trip owing to the Chinese suthorities having refused to grant permission for a launch to ascend the West River.

LAST night Mr. J. B. Grimes and Messrs. Linstead and Davis' compradors, captured coolie in the basement of No. 27 Hollywood Road, where a number of coolies had been gambling. The coolle was handed, over to a Sikh Serge nt of Police and duly charged at the 14 073,046 yes in all. "As to the construction Police Court this morning with being on the premises in question for an unlawful purpose. The evidence of the compradore was led, then the def-ndant said he walked in because he saw gambling going on there. This excuse seemed to satisfy the Magistrate that nothing had happened to justily a conviction, so Mr. Grimes' evidence was not led and the coolid was allowed. to go on his way rei licing.

MR. FIFLDING, brother of the Earl of Denbigh. recently had himself arrested for riding his bleyeld without a lamp. Fined three shillings or three days he refused to pay the fine, saying that he winted to see something of the life in a Scottish prison. He was sent to Aberdeen to "do time."

RECENT negotiations between the Governments of Germany and the United States brought to Hoht the fact that the United States are represented at several German courts by a dead man. Bance it, the celebrated American blistorian, was accredited to several German states as United States Minister in 1867. When the German states formed a Union, the U.S. Government failed to recall its Minister, and Mr. Bancroft continued to remain the American representative in South Girmany, the fact of his death having hern overlooked.

LEGAL INTELLIGENCE

SUPREME COURT.

January 15th. PAREWELL TO SIR FIELDING CLARKE.

As we intimated on Monday last would be the case, Sir Fielding Clarke, Chief Justice, made his last appearance on the bench this morning, previous to leaving for his new appointment in Jamaica, and advantage was taken of the occasion by the legal profession to bid his Lordship farewell. There were present Hon, W. M. Goodman, (Attorney-General) A. B. Johnson (Crown Solicitor). Hon, Dr. Ho Kai, and Messrs, J. J. Francis, Q.C., H. E. Pollock, C. A. Dick Melbourne, H. L. Dennys, V. H. Descon, E. J. Grist, C. D Wilkinson, J. F. Reece, E C. Ellis, G. C. C. Masters, H. J. Gedge, M. J. D. Stephens, H. Holmes, and Mr. Looker, as well as the Hon, J. H. Stewart Lockhart, (Colonial Secretare), Dr. J. A. Lowson, Mr. T. F. Hough and all the officers of the Court Upon the Chief Justice taking the bench all present arose and bowed, and

Hon. W. M. Goodman, Attorney-General, said :- May it please your Lardship, as this is probably the last occasion upon which your Lordship will occupy this beach, may I take the opportunity of offering to your Lordship an expression on my own behalf, and on behalf of the members of the Bar and of the profession generally, of our extreme regret at your departure. and of our extistaction during your presence in this colony and our sincers regard for the masterly, orderly and independent manner in which you have ever discharged the important duties of your high office. When, a few years ago. Sir James Russell, one of your predecessors. left the bench it was on account of illness from which he had suffered long and which has since caused his death. We are all happy to feel that the circumstances under which you leave are very different. You are going on promotion to another colony, where we all hope you will have a wider scope of usefulness. May you there find many friends. Let me be permitted to may that they will not have a more sincere regard for you than we have. . It remains only to say on behalf of the gentlemen around me that it is the hearty wish of every one of us that you may have many years before you of prosperity and good health, and may you have a lengthened and useful career. Once more I beg to thank you.

. The Chief Justice :- Mr. Attorney General. Gentlemen of the Bar and gentlemen solicitors. the officers of the Court and many kinds friends to meet here to-day to wish me farewell. I thank opportunity to acknowledge, as I do, the great kindness and consideration that has always Francis, who appears for the first time after good seamen as they were smart artificers below provisions is that it will not be put in force unless I warning sealment the damage that will be inflicted h very serious libese and whom I hope will have ! docked.

MR. Thomas Hanbury, formerly of Shanghai, a rapid and full recovery. Believe me I take you I will long remember your kindness and

couriesy. I wish you all farewell, Mr. Francis :- May I thank your Lordship very heartly for your kindly reference to me. Will you also permit me to tender on behalf of the practising members of the legal profession our most hearty thanks for your lordship's patience, courtesy and kindly consideration for us, in Chambers and in Court, and wish you fare-

The Chief Justice :- Again I thank you all. The case fixed for hearing to-day was then called and the members of the Bar dispersed.

ORIGINAL JURISDICTION.

THE NATIONAL BANK OF CHINA, LTD., V. CHAN KING TING.

Mr. H. E. Pollock (instructed by Mr. E. C. Ellis, of Mr. V. H. Deacon's office) appeared for the plaintiff, the defendant being unrepresented. This was an application for a writ of execution against property held by the defendant under

Evidence was led to establish the identity of the defendant with one Chan Sin-yung, named in the will as the person to whom the property was left, and this was done by the production of title deeds of the property placed by Chan Kingting as security for a mortgage, and the mortgages swearing that he knew the defendant by execution was issued, subject to the rights secret treaty. of the mortgagees.

JAPAN NOTES.

YOKOHAMA, January 3rd.

THE INCREASE OF THE NAVY. According to the Budget, a sum of 94,979,685 yen is to be spent during the seven years beginning with April of the present year for purposes of neval extension, independently of ships already in course of construction. The amount is to be voted as a continuing fond spread over that length of time. The sum asked for the coming fiscal year in this department 22,251,294 yen, of which 12,749,467 yen is be expended for the construction of new ships, 7.747.520 yes for the manufacture of arms, and. 1,759,294 yes for building. The manufacture of arms is to be completed in the 34th fiscal year, namely, '1901, and it demands altogether an outlay of 33,751,162 yes. The building undertaking—to be finished in 1902—is to cost of war-vessels, it is to be completed in 1902, the whole cost being 47,754,576 yes. As in the case of the Army, so in the case of the Navy, it is not yet possible to make any definite statement with regard to the exact "derree of increase contemplated by the Government. Some persons state that the object of the present programme is to raise the total displacement of the Navy to. 200,000 tens during the period mentioned above.

THE INCREASE OF THE ARMY. From the Budget for the 20th fiscal year of Bfeiji, a résumé of which has already been published, it is impressible to ascertain the limits to which the Army is to be increased. When the Budget comes before the Budget Committee, the members of the latter will no doubt be placed in presession of full particulars about the contemplated augmentstion and the public may then obtain information. For the present, we must be contented with vague suppositions based upon the financial aspects of the matter. Of the amount demanded for the Army in the Budget for the coming year (yes 15 00 (,201), the items. constituting "the already fixed expenditures" aggregate 12.558,109 yen. Of the remainder, 13.027 yes are required on account of the newly says :created beacquarters of the coast defence garrisons of the Ki-tau Channel, the beadquarters of the Commander-ir-Chief of the Defences of Tokio, and so forth, and the final residue, 2,416,820 yes, is to be spent on increas ing the troops and extending the scope of the various offices and colleges under the War Department. According to the present scheme. the numerical increase of the military forces is to be completed by 1975; when the total expenditure on account of the Army will: 25,996,309 yew, or a little over twice the present outlay. From this circumstance we may infer that the strength of the Army will be about doubled in the next ten years.

THE IRON FOUNDRY BILL. According to the Iron-Foundry Bill, an appropriation of 4,005.793 yes is to be voted as a continuing fund, spread over four years, beginning with the coming fical year. The scape of the works is to be sufficient to turn out 60,000 tons of steel of various kinds per annum; or less than one half of the total quantity (rio,000 tons) required in the country each year The staff employed at the works is to be .. composed of a Director, a Chief Engineer, two Secretaries, eight Engineers, thirty clerks, forty Assistant Engineers, and two foreign experts. A sum of 25,000 yes is asked for the first year on account of the travelling expenses and

salaries of the foreign experts. - Tapas Mall. THE EXPERIENCES OF THE "ROSARY."

The following interesting particulars of the experiences of the long missing British steamer Rosary are taken from the Japan Advertiser of the 6th instant :-

The British steamship Rosary, which was given up as lost at one time, last month, arrived at Yokohama last Sunday morning, and Capt, Bond, her commander, has since described the perilous voyage he had in the vessel after she lost her propeller on the night of Nov. 26th. She left Shiogama on Nov. 25th at 4 s.m.; and on the following night at 12.20 s.m., in fine weather, and the entire propeller fell off. The wind then came up strong, and N.W. and S.W. gales provailed until December and, when the weather became fine again, and Captain Bond tipped up his ship by filling the forehold with water and then endeavoured to replace the lost propeller

ship, however, prevented this.

The death of Mr. Wm. Wiseman, the first and Japan, is obtained to similar regulations for Government of Hongkong persevere with the officer, was a sad fatality, but it occurred while their ships, the versel was at anchor at Shlogama. He went ashore in a N.Y.K. lighter with the 8 Japanese that made up its- crew and the craft capsized, all on board heing lost and none of the bodies recovered. Mr. Wiseman was only 28 years old, held a master's certificate and belonged to Woburn, Bedfordshire, where his mother and sisters now reside. The Chinese crew ran out of food when the vessel was two days out, and shared half rations with the officers the rest of the trip. At Shiogama Capt. Bond again tilted his ship by filling the fore-hold with water, and put on the new propeller, with which he steamed down with a cargo of coal to Yokohama. He has since sold the vessel to Japanese.

RUSSIAN BON MOTS.

The Russian papers have lately been pegging away at the English and everything English and indulging in threatening language which has not been justified either by circumstances or facts. The semi-official organ, the Mescow Visdimosti, gives utterance to some exquisite bon. mois thusly :--

"We do not know whether such a treaty has been concluded, although we hope it has, but we may quiet the English press, while at the same time disabusing, it of the notion that Germany and France would be displeased with the alleged

"The English have really nothing to fear. If the treaty has been concluded, it is not at all directed against England. The building of a Russian rallway in Manchuria does not in the least threaten English interests, and would simply facilitate our own commerce with China. The opening of Port Arthur to our warvessels would of course give us a great advantage, but we fall to see how English-Chinese commerce can possibly be injured thereby, provided, as we hope, England does not harbour aggressive intentions which might be thwarted by our Pacific fleet. In time of peace, then, we see no danger to England. As for the situation in times of war, Russia would simply be in a position to defend that which is already hers. Surely 'we have the right to provide for our safety !. Then why these exclamations of astonishment at our efforts in that direction?

"As regards the anticipated protest Germany and France against the treaty, no such protest, we venture to assort, will be forthcoming. France is too closely related to us diplomatically to obstruct us in a matter of which she was doubtless fully informed at the proper time, especially since her own interests are attacked by the unjustifiable occupation of Egypt by the English. Germany has an opportunity similar to ours to improve her position in the Pacific Ocean, and is concerned rather with the question of putting an end to British supremacy in the Far East. Neither country will interfere to deprive. Ressix of the benefits the alleged treaty would confer.

is-a long way. But we have no occasion to trouble ourselves about her protest. It is not enough to object; it is necessary to support one's objection, which England, in her present isolated condition, is wholly incapable of doing. It would be rather dangerous for her to take any practical step, and if such a senseless course were decided upon, she would be the first to repent, as all the disadvantages of the inevitable. complications would fall chiefly on her."

The Novosti, the leading Liberal organ in St. Petersburg, adopts a more moderate tone. Being a great admirer of English institutions, it remonstrates instead of bragging and threatening.

"The English press has been presenting spectacle to the world which is totally unworthy of it as the organ of public opinion in the most enlightened country. . . .

"We are thristen'd with ward indeed was has been declared as inevitable. Why? Simply because Russia together with France and -Germany-bas-been-protecting-in-the-Far-East the interests of Europe in general. Any attempt on our part to improve our marine commercial conditions is instantly construed as a coses belli. Where, pray, is the justice of it, where the common sense?. A serious quarrel with England is not to be thought of, of course, in Russian diplomacy. Such an event would be great misfortune, and must be averted. But there are limits to the most yielding and patient attitude, and English politicises and journalists should hear this in mind.

 If England considers herself a great civilised power, she must prove it by her acts. Her present foreign policy is the reverse of civilised, Long live the Tear of All the Russias ! !

A RONGKONG HANDICAP ON BRITISH SHIPPING.

The following is the letter of the China Association (Shanghai Branch) which we were obliged to hold over last night :--

CHINA ASSOCIATION. Shanghal Branch, 13th Dec., 1895. SIR .- Messrs. Butterfield & Swire, mansging agents of the Chine Navigation Company. Limited, have called the attention of the Local Committee of the China Association to an Ordinance drafted by the Government of the Colony of Victoria, Hongkong, intended to impose regulations upon the carriage of passengers ino legislative enactments in its own favour ; all between the ports in China now open to foreign shipping; and the matter having been deliberated upon by the Local Committee, I now have the I no legislation opposed to the welfare of British honour to address you upon the subject.

The Local Committee, on receipt of Messrs. Butterfield & Swire's letter, were unwilling to accept as correct the assertion that the Colonial for the proposed enactment; and the Local Government could establish regulations applicable to British vessels beyond the port of Hongher propeller was lost-dropped off boss kong; and they took the precaution to ask Her trade has been carried on in China in British and all, though the plu holding it remained on | Majorty's Acting Consul-General for information | ships for a number of years; that it has been so to the shalt. It was evident that through some in regard to the power and authority possessed the satisfaction of passengers is declared by the unknown cause the boss, or bub, was fractured by the Colonial Government in a matter of such | number of those who avail of the accommodavast importance to British shipowners. Mr. Jamieron immediately replied that under the traffic will compare most favourably with traffic Act of Parliament 18 and to Victoria, cap. 104, commonly known as the "Chinese Passengers Act, 1855," the Hongkong Legislature has munication is in the present stage, unnecessary power to make regulations respecting Chinese with a spare one he carried. The rolling of the passengers ships and the treatment of passengers therein while at sea. In the Act a 'Chinese The fore and alt sails had meanwhile been passenger ship is defined as including every blown away and the vestel was lying most of ship carrying from any port in Hongkong and the time in the trough of the seas, as steamships every British ship carrying from any port in I see around me who have done me the honour, are prone to do when disabled. On Dec. 4th | China or within 100 miles of the coast thereof the wind veered to east, and the Captain made | more than twenty passengers being natives of you heartly for your kindness, and I take this a foresail out of No. 3 awning and a fore topsail Asia. This communication from the Acting out of the forecastle awning. He then reduced the | Consul-General removed the doubt entertained. boom of No. 3 derrick to the dimensions of a main | and supported the assertion of Messrs. Butterbeen extended to me by the members of the yard and bent on the poop awning as a mainsail. Held & Swire that regulations have been drafted. Bar and legal profession during the seven years with No. 2 tarpaulin for a main topsail. on the lines of the existing Hongkong Ordinances, be inflicted upon national interests, and the I have had the honour to serve here. I may Under this improvised canvas the Rosary made and that it is intended to enforce them as soon | destruction of that implicit confidence which tell you that I leave this colony with many 44 knots the first day and 121' knots, in 18 as they have received the approval of the Home regrets. I have always been most kindly received hours the next, getting into Shiogama on Government; and the Local Committee had to ment and Her Majesty's people in whatever, since my first arrival here. I shall have with December 6th after covering a distance of 265 consider what course they should take under the part of the world the latter may be. The me in my new position many pleasant recollect knots in I day 18 hours under as haphasard a circumstances before them. Other information | Local Committee, therefore, with the knowtions of the good times I have spent here. a right ever graced a British vessel in these in possession of the Local Committee was to the ledge that objections made after the fact has I am very glad to tell you this on the last Rustern seas. Is all this time the engineers, effect that there was a draft Ordinance before been accomplished have been disregarded on

The Local Committee are sensible on these facts, thet no definite action has yot been taken by the Hongkong Government; but they are of opinion they are warranted in immediately adopting measures to place on record the many. and grave objections there are to local colonial legislation of a character which will impose regulations affecting shipping enforceable only upon British shipowners, who will therefore be placed at a serious disadvantage with numerous competing vessels of other nations. The Local Committee consider it their duty to place their views before you for the purpose of securing your support in representing to the Colonial Government the unfairness and prejudicial charecter-oflegislation which is not necessary; which has not been suggested by complaints of passengers; and against which it is believed that every British Consul, conversant with the coast passenger trade as now carried on, has expressed a decided opinion. The views of the Local Committee are in conformity with these of the Agents of the China Navigation Company, which are shared in their entirety, and the Local Committee is authorized to so inform you by Messrs. Jardine, Matheson & Co., Agents of the Indo-China Steam Navigation Company, and are to the effect that if these regulations be enacted it is quite certain they will be honestly and strictly enforced by British officials and conformed to by British shipowners; while prolonged experience has shown that, as in the past, so in future. such regulations will not be enforced or observed by the officials and shipowners of other nationallties. The inevitable result of this will be to exclude British shipping from the passenger trade between Chinese ports. Competition with other flags in now very severe; and while no doubt exists that competing on equal terms British shipping is quite able to maintain the position it at present occupies, yet, if burdened with the expenses and delay, and the inspection procedure, which Chinese passengers intensely dislike, involved in complying with the regulations, it is obvious British ships cannot contend successfully with vessels against which these regulations, however much they may theoretically apply, are not enforceable. Passage rates are very low, but the earning from this traffic in Chinese waters is a valuable portion of the income of steamers, and its loss will eventually result in the loss of the whole trade.

ments, inclusive of those of China and Japan, is far from difficult to demonstrate why such regulations would become inoperative against all but British vessels. Chinese steamers now perform about one-fourth of the whole carrying trade between the treaty ports of China; and it it merely necessary for the Local Committee to assess, without qualification, that no penalties could be enforced against Chinese vessels infringing the regulations, notwithstanding the assent of the Chinese Gove, nmeet to the regulations themselves. Japanese vesels are more amenable to rules enacted or sanctioned by their Government and the Local Committee will not go so far as to say that vessels of this nationality "Of course England, prompted by a narrow | could entirely evade the regulations: but egolsm, may protest, although from wish to action | when it is known that the share of Japan in the coast trade is less than threefifths of one per cent. of the whole, the templation to increase that share by a lax administration of regulations tending to prevent its expansion would be too great to be resisted. Again, the fact must be recognized that Chinese and Japanese vessels belong to companies openly supported by Government funds, endowed with extraordinary privileges. and more or less under ifficial control and are now trading on the coast of China, and let available for appropriation. Your General of enforcement is there when the fact is realised paid to shareholders, absorbing \$7.500, the that in the whole of China there is but one official Norwegian Consul? There are, it is rolling-stock, and that the balance, vis true, "Merchant Consuls"; but without any \$1,371.57, be carried forward to new account. intention of reflecting upon their integrity it is more than human to suppose these "mercantile officials" would observe, with any suproach to strictness, regulations opposed to their own interests as shipowners, when lax enforcement would throw into their hands a valuable opportunity to increase their lines of vessels to the detriment of existing lines of British steamers. Further illustrations of the certainties of failure in the enforcement of regulations against the shipping of other nations than Great Britain

Assuming the acceptance by all other Govern

are not necessary; those cited are sufficient to prove that until there exists at all Chinese ports a judicial authority strong and honest enough to enforce the regulations upon all nationalities alike, such regulations, if enacted, must operate most unfairly and practically against British shipping and confer upon its rivals valuable advantages. If this position is established the Local Committee are assured that their commu-

nication to you is justified. The extent of the carrying trade between the treaty ports of China having been alieded to, it is proper to explain that in the year 1894 the total of inward and outward clearances was 21,086,000 tons, of which 15,045,215 tons, or 68 4 per cent., were British, 5,262,741 tons, or 24 o per cent, Chinese; leaving for the vessels of all other nationalities 1,678,044 tone, or 7.6 per cent. These figures are cited as evidence of the results of British enterprise and of its power to compete with every form of governmental support accorded by subaldles, monopolles, and privileges to vessels of other flags ; it seeks The British shipowner asks for, and all that the Local Committee advocate is that there shall be

maritime industry. The Colonial Government of Hongkong may be under the impression that there is a necessity Committee feel called upon to emphatically deny, the existence of such necessity. The passenger tion, while so far as safety is concerned the

carried on under the Honekong ordinances. The objection may be taken that this comand premature; that it would have been better deferred until the ordinance had been published, when the objectionable clauses might have been dealt with more particularly ; but recent occur rences have compelled the local Committee to recognize the tendency, when treaties with Oriental nations are to be revised or regulations affecting trade are to be enacted, to Ignore the opinions, founded upon extensive practical experience, of British subjects directly concorned; policy to be most deeply deplored because of the Irreparable Injuries which may should exist between Her Majesty's Governoccasion of my sitting here. I am very glad Messrs, Davies, Johnson and Chedley, did the Hongkong Legislature, or rather it is the ground that they came too late, have no to see before me my very old friend Mr. splendid work, and showed themselves just as proposed to bring in a draft ; but one of the hesitation in now placing upon record their the assent of all other powers, including China wyon British shipping in China if the Colonial

proposed ordinance. Copies of this letter have been forwarded to Her Majesty's Charge d'Affeires in Peking, to

Sir William Robinson, the Governor of Hongkong, and to the General Committee of the China Association in London. The Local Committee have decided to appeal directly to you because a Reuter's telegram,

dated London, 4th December, announces that you are desirous of receiving information on all matters relating to or affecting But h trade. I have the the honour to be, Sif,

Your most obedient servant, W. H. TALBOT.

Honorary Secretary. To the Right Honourable

JOSEPH CHAMBERLAIN, Her Majesty's Secretary of State for the Colonies.

THE HONGKONG LAND INVEST-MENT AND AGENCY COMPANY, LIMITED.

The following is the seventh report of the Board of Directors to be presented at the ordinary meeting of shareholders to be beld at the Company's offices, Victoria Buildings, at noon, on the 23rd instant:-

mit to you a general statement of the affairs of ending 31st December, 1805.

The net profits for that period, including \$34,447 02 balance brought forward from last account, after paying all charges, amount to \$257.367.52. From this amount an interim dividend of \$2.00 per share has already been paid, and it is now-proposed to pay a final dividend of \$2.00 per share; making a total dividend of 8 per cent. per annum on the Paidup Capital, and after writing off Directors' and Auditors' fees, there remains a balance of \$46,867.52 to be carried forward to the credit of a new Profit and Loss Account.

Mr. J. S. Moses having left the Colony, Mr. M. D. Ezeklel was invited to join the Board in

his stead. Messrs, N. A. Siebs and M. D. Ezckiel now retire by rotation, but offer themselves for

The Directors regret to have to record the death of their colleague, Mr. Poon Pong. AUDIT IRS. The accounts have been sudited by Messis.

F. Henderson and J. C. Peter, who retire but offer themselves for re-election. J. J. BELL-IRVING. Chairman. Hongkong, January 13th, 1896.

THE HONGKONG HIGH-LEVEL TRAMWAYS CO., LIMITED.

The following is the report for presentation to the shareholders at the eleventh ordinary general meeting to be held at the Company's registered offices, Nos. 38 and 40 Queen's Road Cestral, on Monday, the 20th Instant, at noon .-

To the shareholders of the Hongkong High-Level Tramways Co., Limited. Gentlemen,-We beg to lay before you the report and statement of accounts for the year

ending 30th November, 1805. The total receipts for the twelve months, including 98 transfer fees, amount to \$41,226 80. patronage; the consequence being that regula- After paying interest and all running expenses tions diredvantageous to the whole shipping and making provision for auditor's fees, there interest would not be enforced, except nominally, remains a net profit on the year's working of by one of the parties chiefly concerned in its \$3,387.46, which, together with \$1,484.17 carried success. A large number of Norwegian steamers | forward from last year, gives a sum of \$10.871.57 it be assumed that the Norwegian Government | Managers and Consulting Committee recomhave sanctioned the regulations-what prospect mend that a dividend of \$5 per share be \$2 coo be written off the value of the Company

> CONSULTING COMMITTEE. It is with much regret that we have to announce the death of Mr. Poon Pong. member of our Consulting Committee. In accordance with rule 15 of the Company's articles of association, the present members, Messrs. Ewens and Orange, retire, but being eligible offer themselves for re-election.

> Owing to the death of Mr. Lyali the office of auditor became vacant, and Messrs. F. Henderson and W. H. Potts have been appointed, subject to confirmation by the shareholders,

TOHN D. HUMPHREYS & SON. General Managers. Hongkong, 8th January, 1896.

BALANCE SHEET FOR THE YEAR ENDING 30TH NOVEMBER, 1895.

Liabilities. apital account : 1,250 shares of \$100 each fully paid up\$125,000.00 Depentures : 60 of \$500 each 30,000.00 Local and general liabilities...... 13,770.26 Profit and loss: brought

Profit and loss: for current year 9,387 46

Cash and compradore's

orders in hand 611.53

To General Managers' and auditors'

To office rent, clerks'salaties, &c., &c.

Co balance

668 'acceserences and acceserences accesere

A \$16\$1.

Permanent way, concession, and deed stations, "Crawn lesscholds, and buildings (Inland Lote 1,317, 1,332, 1,333, 1,334, 1,335, 1,353, and R. B. Lat 86] Rolling-stock Farniture scount. Jacob Diedrichsen .. Cost and stores in hand "........... Accounts receivable Cashin Hongkong & Shang-

1,300,00

.800.00

WORKING ACCOUNT Profit and Loss Account. To salaries and wages 15,099.15 To charges, &c. To maintenance and repairs 3,573.69 5,516.50 To interest To rates, Crown rent, and insurance. To godown and station rent, &c

By amount brought forward from last year 8.00 By trinsfer fees 144.00 By rent By traffic receipts for the year to date 43,074.80

COMMERCIAL NEWS.

HONGKONG SHARE MARKET. Hongkong, January 15th."

Mr. G. H. Potts reports as follows in his Share List Issued at 5 p.m. to-day :--The market has been very quiet and most

stocks show a decline on last quotations. The Hongkong and Shanghai Banking Corporation will again issue a good report, though it is not proposed to put so much to reserve this half year. The firures given are as follows:-A dividend of 25/- per share as before, \$250,000 to Reserve Fund making the sum of \$750,000 for the twelve months and over \$300,000 carried forward.

The prospectus of the "Olivers Freehold Mines, Limited," has been issued. Applications for shares must be sent to the Hongkong and Shanghai Banking Corporation on or before the 16th last

The Hongkong Brick and Cement Company. Limited, has called an extraordinary general meeting for the 28th Jenuary to confirm the resolution passed on the 11th inst.

The Hongkong High-Level Tramways Co. Limited, has advertised its meeting for the 20th January ; the Hongkoug Land Investment and Agency Co., Limited, for the 23rd January, and the Hongkong Canton & Macao Steamboat

Co., Limited, for the 31st January. BANKS-Hongkong and Shanghal Banks Gentlemen,-The Directors have now to sub- have weakened and shares are offering at 180 per cent premium. The London quotation of the Company, and balance sheet for the year | Lap is unchanged. Nationals are in the market

MARINE INSURANCES .- Union Insurance Society of Canton shares have dropped to \$195 without any business resulting. China Traders have improved slightly and sales at \$74 have been effected. Yangtsses have been sold at \$120. Straits have been in better demand and sales have been made at \$74%, the market closing fairly strong.

FIRE INSURANCES.—Hongkong Fires bave not maintained their position and have dropped again to 2823 at which rate shares are offering. China Fires have been sold at \$90 and \$91. SHIPPING. - Hongkong, Canton and Macao Steamboats are slightly easier and shares are in the market at \$37. Indo-Chinas have been placed at \$572 and at \$61 for April. Chius and

Steamship are a shade firmer and after sales at \$50} and \$51 are wanted at the latter rate. REFINERIES - China Sugars have suffered a decline and sharps are offering at \$111. Luious

Manilas are enquired for at \$70. Douglas

are also in the market at \$50. Mini vo.-Pumioms have changed hands at \$4.80 The last telegram from the mine states that during December the mill ran 27 days, crushing toop tons of ore, yielding 431 ounces of gold. New Balmorals are enquired for all \$1 60 and Jelebus at \$2.75. Raubs have been placed at \$32 and \$3 90 and are offering at the

atter rate. DOCKS. WHARVES AND GODOWNS .- Hongkong and Whampes Docks are quieter with shares offering at 147 per cent premium. Kow-

loon Whari shares have been sold at \$481. LANDS, HOTELS AND BUILDINGS.--Hongkong Land Investment shares have been pinced at \$69} and \$70. It is rumoured that the Company will pay the usual dividend of \$2 per share for the half-year and carry forward about #45,000. Kowloon Lands are in the market at

MISCELLAMEOUS.—Green Island Cements are quiet at \$14. -Brick and Cements were placed at \$75 but are weaker with shares offering at \$7. The Directors of the Company have agreed. subject to the approval of the shareholders, to transfer the Company to the Green Island Cement Company on the following terms-vis. for cash at the rate of \$6.50 per chare or for shares in the Green Island Cement Company in the proportion of II Green Islands for 34 Brick shares at the option of each shareholder. A. S. Watsons have been placed at \$1% Hongkong Electrics have found buyers at \$65 and are wanted at this figure. Ropes are quoted at \$150; Fenwicks are firm at \$20. Ices have been in demand with the result that shares have changed hands at \$00, \$100 and \$101. Transways are offering at \$90. The Company will pay a dividend of 6 per cent, for the year.

SHIPPING AND MAIL NEWS.

MAILS DUE: Indian (Chelydra) 17th inst. German (Karlsruhe) 18th Inst. American (City of Paking) 19th inst. French (Oceaniem) 21st inst. American (China) 27th lost. Canadian (Empress of India) 31st inst. American (Afridi) 7th prox.

THE P. M. S. S. Co.'s steamer City of Peking, with mails, etc., left Negasaki for this port at 6 a.m. to-day.

THE M. M. steamer Oceanien, with the French mail of the 20th December, left Singapore at to p.m. yesterday for this port, and may be expected here on or about the 21st inst,

THE Nippon Yusen Kaisha's steamer Hiroshima Mars, from Bombay, left Singapore for this port on the 14th inst., and may be expected. here on the aist inst.

THE Steamship Blow left Singapore for this port on the 14th inst, and may be expected here on or about the sist inst.

SHIPPING RETURNS. From 8 p.m. yesterday to 8 p.m. to-day. ARRIVALE. Tientsinsteamer, from Chinking. Tacoma.

Saigon.

Coast Ports, Thales Canton, Chingoing Hoihow. Activ commencement. 13 Aggregating 6,097 tops register. DEPARTURES. 9.043-73 Triumphinante steamer, for Holhow. Singaport Polybkemus Shanghal, \$179.641.83 | Dordogne Cheang Hoch Klan .. Amoy. Salgon. 0:10 Manila. Sunghlang Saigon. Kongalf Swatow. Winghong

Aggregating 8,671 tons register. The British steamship Tacoma left Tacom on the 7th ultime, and had rough weather throughout.

HONGEONG AND WHAMPOA DOCK RETURNS. Ath comments Chorofa...... Kong Beng Doris Reina Cristina Colama Riomentermentermentermente Rhodora Marika secretaristation Allowe mittigen minimus ...



LIQUOR THE REVEREND PATHER A. KERMANN.

This ELIXIII is omployed with HOGONS to rustore the FOROES of the STOMACH and FACILI-TATES the DIGESTION.

TONIC WINE Of the Roy, Father A. KERMANN MOKA-KINA of Dr. GOLZ. CREME DE MANDARINE.

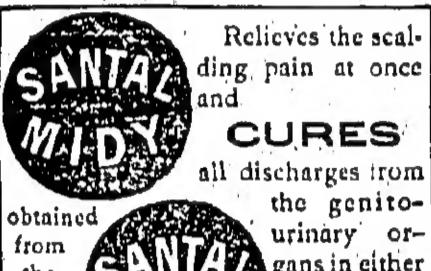
ANISETTE SUPERFINE. MESSES. DODWELL, CARLILL & Co., Agents for M: OPPENHEIMER & Co., PARIS.

SOCIÉTÉ ANO YME

FORGES, FONDERIES ET LAMINOIRS DU MARAIS. MONTIONY BUR SAMBRE (BELGIUM.)

L. LEBRUN, ESQ., MAHAO.HC DIRECTOR. First Quality Iron. Merchant and Profiled Iron Girders, for Bridges, Corners, T-U-Z Irons, Waggons, Wheels, and Rails for Mines M for all kinds & Tramways, Iron for Rivets and Cables. Constructions

APPLY TO JOHN D. HUTCHISON, Esq., Hongkong," Agents for M. OPPENHEIMER, & Co., Paris.



gans in either Santal-Midy

is a

wood. Unlike the sanperior to Coor Injections,

paiba, Cubeb, and causes. no inconveniences. Beware of imitations ERNTA

Each tiny Capsule WDY 8, RUE VIVIENNE, PARIS

used in the production of Scott's Emulsion - Hys pophosphites of Lime and Soda are added for their vital effect upon nerve and brain. No mystery surrounds this formulathe only mystery is how quick-

ly it builds up and brings back strength to the weak of all ages.

will check Consumption and Bronchitis and is indispensable

Boot & Bowne Liet, London NI Chemists. Sole Agents for Hongkong and the Empire of China :- Watkins & Co., Hongkong. Hongkong, 27th March, 1804.

in all wasting diseases.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL. (Following the S.S. "ANNANDALE" and "TEVIOTDALE.")

HE Steamship "FALLODON HALL," Captain Kilvert, will be despatched for the above Port on or about 23rd instant.

For Freight, apply to SHEWAN & Co. Hongkong, 6th January, 1806.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"ACHILLES," Captain Harvey, will be despatched as above on THURSDAY, the 23rd instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, He ighong, 7th January, 1896.

"SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG AND ANTWFRP.

THE Steamship "GLAMORGANSHIRE," Captain Vyvyan, will be despatched for the instead of as previously advertised.

above Ports on TUESDAY, the 28th instant, For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Assats

Hongkong, 14th January, 1840.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED. FOR MANILA, VIA AMOY. THE Company's Steamship

"ZAFIRO." Captain Cobban, will be despatched for the above Ports TO-MORROW, the 16th Instant, This Steamer has Superior Accommodation

for Passengers. For Freight or Passage, apply to: SHEWAN & Co., General Managers. Hongkong, 14th January, 1806.

FOR SHANGHAL for CHEFOO, HANKOW and PORTS on the

(Taking Cargo and Passengers at through rates YANGTSZE.) THE Steamer

"CHING PING." Captain Blake, will be despatched for the above Port TO-MORROW, the 16th instant, at 5 P.M. For Freight or Passage, apply to

CARLOWITZ & Co., Agents. Hongkong, 14th January, 1806 [x35

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAIWANFOO. THE Company's Steamship

"THALES," Captain H. Bathurst, will be despatched for the above Ports on FRIDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 14th January, 1806.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE AND PENANG.

THE Company's Steamship "AMARA." Captain D. Smith, will be despatched as above on FRIDAY, the 17th instant, at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, 14th January, 1866. 140 "BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL."

THE Stermship "BENLOMOND," Captain McIntosh, will be despatched as above on or about the 17th instant. For Freight or Passage, amply to

GIBB, LIVINGSTON & Co., Hongkong, 3rd January, 1806.

CHINA NAVIGATION COMPANY, LIMITFD. FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Steamship "HUPEH," Captain Qual', will be despatched on SATUR-DAY, the 18th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. A'gents. Hongkong, 7th January, 1806.

NORDDEUTSCHER LLOYD.

NOTICE STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) THE Company's Steamship

" HOHENZOLLERN." Captain P. Wettin, will leave for the above Ports on or about STINDAY, the 19th instant. For further Particulars, apply to MELCHERS & Co.,

Agents. Hongkong, 13th January, 1806. NORDDEUTSCHER LLOYD.

NOTICE. STEAM TO SHANGHAI. THE Company's Steamship

"KARLSRUHE." Captain H. Walter, due here with the outward German Mail about the 18th instant, will leave for the above place about 24 hours after arrival: For further Particulars, apply to MELCHERS & Co.,

Hongkong, 13th January, 1896. THE CHINA MUTUAL STEAM NAVIGA TION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT. VIA PORTS OF CALL.

(Calling at ILOILO.) THE Company's Steamship

"CHINGWO." James Gray, Commander, will be despatched as above on or about the 22nd instant, For Freight, apply to

HOLLIDAY, WISE & Co., Hongkong, 14th January, 1896.

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED. FOR LONDON, VIA PORTS OF CALL. THE Company's Steamship

"KAISOW," E. Warrall, Commander, will be despatched as above on or about the 10th instant, For Freight, apply to

HOLLIDAY, WISE & Co., Hongkong, 14th January, 1806.

FOR NEW YORK, VIA SUEZ CANAL (Following the S.S. "POLYPHEMUS.") THE Steamship

"LENNOX" . will be despatched about 4th February. S.S. "PORT ADELAIDE" will be despatched about 18th February. S.S. "GHAZEE" will be despatched about Ath March. For Freight or Passage, apply to

DODWELL, CARLILL & Co., Bouglione, 4th January, 1896.

Shipping.

STRAMERS. CHINA NAVIGATION COMPANY,

LIMITED. FOR SHANGHAL

THE Steamship "PAOTING," Captain. Gyles, will be despetched TO-MORROW, the 16th instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 15th January, 1806. CHINA NAVIGATION COMPANY,

LIMITED. FOR YOKOHAMA AND KOBE. THE Steamship

"TAIYUAN," Nelson, will be despatched TO-MORROW, the 16th Instant. For Freight or Passage, apply to *BUTTERFIELD & SWIRE.

Honekong, 11th January, 1806. FOR SINGAPORE, THURSDAY ISLAND AND SYDNEY THE Steamship

"AMUR," Captain C. Mears, will be despatched as above on SATURDAY, the 18th Instant, For Freight or Passage, apply to

STOLTERFOHT & HAGAN. Agents. Hongkong, 14th January, 1806

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &C.) THE Steamship "

"MENMUIR." Captain Craig, will be despatched for the above Ports on MONDAY, the 27th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage. A Stewardess and a duly qualified Surgeon

are canled. For Freight or Passage, apply to

GIBB. LIVINGSTON & Co., Agents.

Hongkong, 14th January, 1806.

SAILING VESSELS.

FOR NEW YORK. THE 3/3 L.I.I. American Ship

"DANIEL BARNES." Rogers, Master, will load here for the above Port, and will be despatched on or about the 13th ATLANTIC AND OTHER CONNECTING

February. For Freight, apply to CARLOWITZ & Co.

Hongkong, 14th January, 1806 FOR NEW YORK.

THE 3/3 A.I.I. American Ship "JOHN R KELLEY," Captain Chapman, having arrived, will load here for the above Port, and will have quick despaich.

For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 21st November, 1805. FOR SAN FRANCISCO.

THE 100 A. I. British Ship "BRODICK CASTLE," Ferguson, Master, will load here for the above Port, and will have quick despatch.

SHEWAN & Co. Hangkong, 5th December, 1895.

Consignees.

For Freight, apply to

AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY,

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ JEDDAH, SUAKIM, MASSAWAH HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkons and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained. This vessel brings on Cargo :-

From Calcutta, ex S.S. "AGLAIA," transhipped at Colombo. From Trieste, ex S.S. "IMPERATRIX, transhipped at Bombay. From Venice, ex S.S. "CARLOTTA," tratshipped at Trieste.

Optional Cargo will go on to Shanghal unless notice to the contrary be given before Noon TO-MORROW. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be previous to sailing. sent in to the Undersigned before Noon on the

soth instant, or they will not be recognized. No.Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent. Bills of Lading will be countersigned by

SANDER & Co., Hongkong, 13th January, 1896. "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. STEAMSHIP "BENALDER." FROM ANTWERP, LONDON AND

ONSIGNEES of Cargo are hereby informed ... that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., whence and/or from the wharves delivery may

SINGAPORE.

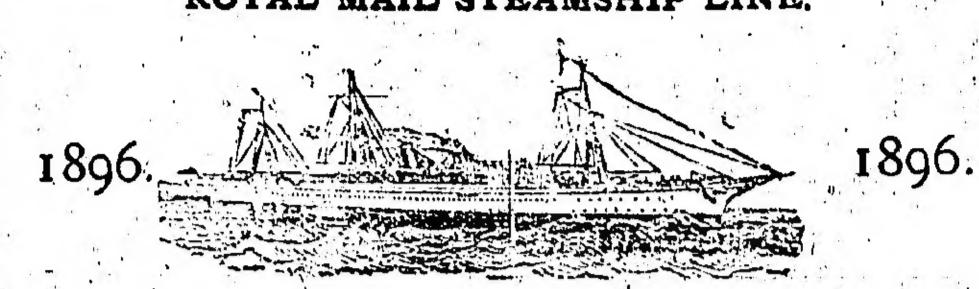
be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 18th Matant or they will not be recognized. All broken, chaled, and damaged Goods are to be left in the Godowns, where they will be examined on the rath lestant at ir A.M. No Fire Insurance has been effected, Bille of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Honghong, roth January, 1806,

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 10 knots. PROPOSED SAILINGS FROM HONGKONG.

RMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R WEDNESDAY, 22nd January, '96 BMPRESS OF INDIA...Comdr. H. Pybus, R.N.R......WEDNESDAY, 19th February, '96 EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R......WEDNESDAY, 18th March, 1896. THE magnificent Steamships of this Line pass through the famous INLAND SEA OF I JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,

was Honolulu, and Sydney to Hongkong was Brisbane and Torres Straits, Good for o months, The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Line passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 26th December, 1895.

D. E. BROWN, General Agent, Pedder's Street.

OCCIDENTAL & ORIEN-TAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO. CENTRAL AND SOUTH AMERICA. AND EUROPE

THE OVERLAND RAILWAYS. China (via Nagasaki,

at Noon.

STEAMERS. VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILINGS FROM HONGKONG. Belgic (via Nagazaki, Saturday, 1st Feb.,

Yokohama)

Kobe, Inland Sca & Tuesday, 3rd March, at Noon. Yokohama) Gnelle (via Nagasak)

Yokohama & Honoat Noon, 1896.

THE Company's Steamship

Kobe, Inland See, | Salusday, 21st March,

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 1st Feb., 1896, at Noon. Connection being made at

Yokohama with Steamers from Shanghai. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their

journey at any point en route. Through Passage Tickets granted to England, regular tariff rate. France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada, Rates, and particulars of the various Routes may be obtained

upon application. Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomètic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or wice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan

to Eurobe. address in full ; and same will be received at the Company's Office until Five P.M. the day

Consular Invoices to accompany Cargo dentimed to Points beyond San Francisco, in the United States, should be zent to the Company's Offices, addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or [03 Passage, apply to the Agency of the Company, No. 7. Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 14th January 1806.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co. Bank Bulldiries

mey with Marida 1809/

U. S. MAIL LINE PACIFIC MAIL STEAM-SHIP COMPANY. VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, City of Peking (via Nagasaki, Kobe, In- | Saturday, 25th January, land Sea and Yokoat Noon, 1896. hama)

Kobe, Inland Sea, Saturday, 8th Feb Yokohama & Honoat Noon, 1896. Peru '(via Nagasaki, Saturday, 22nd Feb.,

at Noon. Yokohama)

Kobe, Inland Sea &

THE U.S. Mall Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, was NAGASAKI, KOBE, INLAND SEA and YOKOHAMA; on SATURDAY, the 25th Jan., 1896, at Noon, taking Passengers, and Freight

'o. Japan, the United States, and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through "ORDERS EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO

GRANDE, and NORTHERN PACIFIC RAIL-WAYS; also the CANADIAN PACIFIC RAIL-WAY on payment of £4 in addition to the Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting

Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families. Through Bills of Lading Issued for transportation to Yokohama-and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demorara, and to ports All PARCEL PACEAGES should be marked to in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day revious to sailing. Pascel Packages will be received at the Office until 5 r.m. same day; all Parcel Packages should be marked to ad-

dress in full ; value of same is required. Constlar Involces to accompany Cargo destined to Points beyond San Francisco, in the United States; should be sent to the Company's Office in Scaled Envelopes, addressed to the Celloctor of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company. No. 7, Praya Contral, J. S. VAN BUREN, Agent. Hongkong, 6th January, 18,6.

F. BLACKHEAD & CO... SHIP-CHANDLERS, SAILMARERS. COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGRONG. SOAP MANUFACTURERS. SOLE AGENTS FOR-Lyartmann's rahtjen's genuine

COMPOSITION RED HAND BRAND.

DAIMLER'S PATENT MOTOR LAUNCHES BUBRY KIND OF SHIPS STORES AND REQUISITES

HARTMANN'S GREY PAINT.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERY CITIES of the UNITED STATES and

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried,

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

HONGKONG. (SURINCT TO ALTERATION.) Tacoma 2.549 | Thursday ... | Jan. 23. Victoria | 3.167 | Tuesday | Feb. 11. Hankow 3,594 | Tuesday ... | Mar. 10.

"TACOMA," Captain Crawford, sailing at Noon, on THURSDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA Through Bills of Lading issued to Japan,

United States Points. Railroad, Tacoma, Wash.

· Parcels must be sent to our Office (with address marked in full) by 5 7.M., on the day previous to sailing. For further information as to Passage of

DODWELL CARLILL & Co.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

BLACK SEA AND BALTIC PORTS ALSO A LONDON, NEW YORK, ROSTON, · Baltimore, new orleans,

GALVESTON, AND SOUTH AMERICAN

N.B.-CARGO CAN BE TAKEN ON THROUGH

Sarksen Tresday ... | 28th April. Karlsruhe..... Tuesday ... | 26th May... Prins Heinrich ... | Tuesday ... | 24th June, N TUESDAY, the 4th day of February, 1806, at Q A.M., the Company's Steamship

will leave this Port as above, calling at NAPLES Shipping Orders will be granted till Noon on SATURDAY, the 1st Feb. Cargo and Specie will be received on board until & P.M. On MONDAY the 3rd Feb., and Parcels will be received at and Feb. Contents of Packages are required.

Cubic in Messurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

Hongkong, 13th January, 18 6. RICKMERS LINE.

REGULAR MONTPLY SERVICE FROM BREMEN, MIDDLESBRO', ANTWERP AND MAMBURG,

PROPOSED SAILINGS OF THE NEW ELEGANT STEAMERS OF THE RICKMERS RICEMILLING, SHIPOWNING AND

SHIPBUILDING COMPANY OF BREMEN. (SUBJECT TO ALTER TIONS.) Dorothan Richmers..... 3,846 | December Delka Richmers 3.700 | January. Maria Richmers 5,500 | February. Helene Richmers 1 3.213 | March. Sophie Richmers...... 3,249 April. Ellen Richmers 5.500 | May.

FROM THE FAST. VIA SINGAPORE. and other Continental Ports, if sufficient

inducement offered (Taking Cargo at through rates to At TWERP, AMSTERDAM and POITERDAM). PROPOSED SAILINGS.

(SUBJECT TO ALTERATIONS)." Dorothen Atchmers 3845 | Fabruars ... Delhe Richmers 3.700 | March. M. ria Richmers 5,500 | April.

E Steamers ate all FIRST-CLASS RISKS and are supplied with all the modern Applia cas and powerful Engines. For further Particulars, apply to

COMPANIES.

CANADA and to EUROPE.

class ATLANTIC MAIL, LINES.

PROPOSED SAILINGS FROM

HONGKONG TO TACOMA \$225.

Tacoma | 2,549 | Tuerday ... | April 7, HE Steamship

Pacific Coast Points, and to Canadian and Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific

Freight, apply to

General Agents. Hongkong, oth January, 1806

NORDDEUTSCHER LLOYD.

ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE,

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) Karlsruhe | Tursday ... | 4th Feb. Priva Heinrich ... | Tuesday ... | 3rd March. Preuser | Tuesday ... | avet March.

KARLSRUHE, Captain H. Walter, with MAILS, PASSENGERS, SPECIE and CARGO,

the Agency's Office until Noon on MONDAY, the No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet

For further Particulars, soply to. MELCHERS & Co.,

VIA SUEZ CANAL TO PENANG, SINGAPORE, HONGKONG, SHANGHAI, HIOGO AND YOKOHAMA-FROM HOME.

Elisabeth Richmers | 5,500 | June.

TO HAVRE, BREMEN AND HAMBURG.

Helene Richmers 2,233 | Mar.

ARNHOLD, KARBERG & Co.

Houghoug, January, 180%.

Printed and Printished by CHESNEY
DUNCAN of No. 6, Paddor's Hill in the city
(As as Duncan Hanglong

ALWAYS IN STOCK REASONABLE PRICES Handhany, this July, 1846;